



## DEPARTMENT OF THE ARMY

NEW ORLEANS DISTRICT, CORPS OF ENGINEERS

P.O. BOX 80267

NEW ORLEANS, LOUISIANA 70160-0267

REPLY TO  
ATTENTION OF

April 8, 1993

CELMN-OD-ON (CALCASIEU RIVER AND PASS, LA.)

### PUBLIC NOTICE

Interested parties are hereby notified that the U.S. Army Engineer District, New Orleans, intends to implement a Long Term Disposal Plan (LTDP) for the Federal navigation project, Calcasieu River and Pass, LA.

This LTDP was developed in accordance with Title 33 CFR, Part 337.9, April 26, 1988. It represents an attempt to assure the long term viability of the navigation project with emphasis on management of dredged material. Federal and state resource agencies and affected groups including the Port of Lake Charles, local environmental organizations, commercial and recreational fishermen, waterway users, and local citizens, were involved in development of this LTDP.

Implementation of this LTDP involves modification of the previously approved disposal plan and the disposal of dredged material into navigable waters. Therefore, the provisions of Title 33 CFR, Part 336, are applicable and issuance of this public notice is required.

PROJECT AUTHORITY: Construction and maintenance of this channel was authorized by the River and Harbor Act of 24 July 1946 House Document 190, 79th Congress, 2nd Session and prior River and Harbor Acts, which provide for a channel 35 feet deep and 250 feet wide from the wharves of the Lake Charles Harbor and Terminal District (including the Loop around Clooney Island) to the Gulf of Mexico, via Calcasieu Lake and through Calcasieu Pass, a channel 35-37 feet deep and 250 feet wide between the jetties, and an approach channel 37 feet deep and 400 feet wide seaward to the 37 foot depth in reconstruction and extension of improvement of the river from Lake Charles to Phillips Bluff by removing logs, snags, overhanging trees, and dredging.

The River and Harbor Act of 14 July 1960 House Document 436, 86th Congress, 2nd Session provides for an approach channel having a depth of 42 feet below Mean Low Gulf level over a bottom width of

800 feet from the 42 foot depth in the Gulf of Mexico to the jettied channel; a channel between the end and shoreline, respectively, over a bottom width of 400 feet; a channel 40 feet deep over a bottom width of 400 feet from the shoreline at mile 0 to the wharves of the Port of Lake Charles at mile 34.1; enlargement of the existing turning basin at mile 29.6 to a depth of 40 feet; and a mooring basin at about mile 3 having a width of 350 feet, a length of 2,000 feet, and a depth of 40 feet; extension of the ship bottom width of 250 feet below Mean Low Gulf over a bottom width of 250 feet from the wharves of the Port of Lake Charles, mile 34.1, to the vicinity of the bridge on U.S. Highway 90, mile 36, and a turning basin of the same depth at the upper end having a width of 750 feet and a length of 1,000 feet; and maintenance of the existing channel 12 feet deep and 200 feet wide from the ship channel to Cameron, Louisiana, via the old channel of the Calcasieu River.

The River and Harbor Act of 23 October 1962 House Document 582, 87th Congress, 2nd Session provides for a salt water barrier structure with five 40 foot tainter gates in a new bypass channel; a parallel channel with navigation structure and a single sector type gate, an earth closure dam, and a woven lumber type revetment.

The Senate Public Works Committee on 27 December 1970, and the House Public Works Committee on 15 December 1970 adopted resolutions approving the project at Devil's Elbow under the provisions of Section 201 of the Flood Control Act of 1965 (Public Law 89-298; S.D. 91-111) consists of enlarging 2.3 miles of the existing industrial channel to a 40 foot depth over a bottom width of 400 feet, a 1/2 mile eastward extension of the enlarged channel, and the construction of a 1,200 foot by 1,400 foot turning basin south of the extended channel at it's landward end.

The Calcasieu River at Coon Island, Louisiana project was authorized under Section 107 of the River and Harbor Act of 1960, as amended by Section 310 and Section 112 of the River and Harbor Acts of 1965 and 1970, respectively. The project consists of deepening and widening to -40 feet by 200 feet for a distance of 6,943 feet, the existing turning basin to -40 feet by 750 feet by 1,000 feet.

LTDP PURPOSE: In an effort to ensure adequate disposal areas for dredged material removed during routine maintenance of the Calcasieu River for the next twenty years, the New Orleans District evaluated the existing disposal plan and possible alternatives. The objective is to develop a more environmentally desirable plan at a reduced, comparable, or justifiably increased cost. The goal is a long-term disposal plan incorporating beneficial use of the dredged material to the maximum extent practicable.

LTDP DESCRIPTION:

- A. Reach - Jetty & Bar Channel (Mile 0.0 to -32.0)  
Dredge Type - Deep draft hopper dredge  
Dredging Frequency - Every year in Bar Channel  
Yardage Removed Per Dredging Cycle - 8,000,000 cy

From the first tangent (Mile -1.7 to -9.9), approximately 6,4000,000 cy are removed by agitation. From the second tangent (Mile -9.9 to -19.2), approximately 1,100,000 cy are removed. From the third tangent (Mile -19.2 to -32.0) approximately 500,000 cy are removed.

Material removed from tangents 2 and 3 is hauled and disposed in the ocean disposal site located 1500 feet west of the channel centerline. This proposed plan is also the current disposal method (Attachment A.1.).

- B. Reach - Cameron Area (Mile 0.0 to 5.0)  
Dredge Type - Hydraulic cutterhead pipeline dredge  
Dredging Frequency - Ship Channel is self maintaining, no dredging required;  
Channel to Cameron - once every 15 to 20 years.  
Yardage Removed Per Dredging Cycle - 200,000 cy from Channel to Cameron.

Material is placed in a confined disposal area on Monkey Island. (Attachment B.1.). Attempts to use the dredge material to counter erosion at specific locations will be considered if retainment structures such as rock dikes are provided by others.

- C. Reach - Inland Reach (Mile 5.0 to 22.0)  
Dredge type - Hydraulic cutterhead pipeline dredge  
Dredging Frequency - Every 3 years  
Yardage Removed Per Dredging Cycle - 9,000,000 cy

Disposal of dredged material is as follows (Attachment C.1.):

Mile 5.0 to 7.5 - Existing confined disposal areas

Mile 7.5 to 12.0 - Marsh restoration in Sabine Wildlife Refuge (if rights of entry are available) & existing confined disposal areas.

Mile 12.0 to 17.0 - Existing confined disposal areas

Mile 17.0 to 19.0 - Marsh restoration in Brown Lake area (if rights of entry are available) & existing confined disposal areas.

Mile 19.0 to 22.0 - Existing confined disposal areas.

The following features are also proposed if authority is granted and funds are made available :

1. Rock armored dikes between miles 5.0 and 9.5 along the left descending bank required for marsh creation and/or bank stabilization. The dike alignments shown on Attachment C.3.a and C.3.b., and particularly the width of gaps between disposal areas, are conceptual alignments and have not been investigated to determine the impact on oyster and fishing industries. The alignment shown in Attachment C.3.b. was recommended by the Louisiana Department of Wildlife and Fisheries but is opposed by local fishing interests. Because of the opposition, we will not support this alignment. The alignment shown on Attachment C.3.a includes recommendations (particularly gap widths) of local fishing interests but may not be acceptable to oyster interests. Therefore, currently, there is no dike alignment that we support. Since the dikes are not mandatory for us to maintain the channel, we will support dike construction only after impacts are determined by the Louisiana Department of Wildlife and Fisheries and are acceptable to both fishing and oyster interests. (Attachments C.3.a., C.3.b. and F.1.).

2. A rock revetment at Dugas Landing between miles 11.4 and 15.5 along the right descending bank. The revetment will provide protection for the existing embankment (Attachments C.4.f. and F.1.).

3. A rock armored dike at Turner's Bay near mile 20.0. The dike is required for marsh creation and/or bank stabilization (Attachments C.5. and F.1.).

D. Reach - Upper Reach (Mile 22.0 to 36.0)  
Dredge Type - Hydraulic cutterhead pipeline dredge  
Dredging Frequency - Every 5 years  
Yardage Removed Per Dredging Cycle - 8,000,000 cy

Material is placed into existing confined disposal areas shown on Attachment D.1. and into new disposal areas (if rights of entry are available) shown on Attachment D.2. Development in the vicinity of the new disposal areas may prevent rights of entry from being available. If so, all material will have to be placed into the existing confined disposal areas. Disposal in this reach will be closely managed and monitored to minimize any harmful affects of dredging. Close coordination with Region 6, U.S. Environmental Protection Agency and LA. Department of Environmental Quality will be maintained when planning dredging activities in this area.

E. Reach - Reach Above Lake Charles (Mile 36.0 to 85.9)  
Dredging Frequency - No maintenance dredging required  
(Attachment E.1.).

DREDGING BY OTHERS: A number of oil/gas slips, docking facilities and non-Federal navigation canals are located along the inland reach of the waterway. No accurate estimate can be given as to the amounts or frequency of dredging required to maintain these facilities. Maintenance dredging of the authorized navigation channel is performed by the Government or U.S. Army Corps of Engineers maintenance dredging contracts.

ENVIRONMENTAL IMPACT STATEMENT: An environmental assessment evaluating the impacts of the proposed modifications in disposal operation will be prepared by the U.S. Army Engineer District, New Orleans.

STATE WATER QUALITY CERTIFICATION: Section 401 of the Clean Water Act necessitates state water quality certification for the proposed work. Application for certification will be made by the U.S. Army Engineer District, New Orleans.

SECTION 404(B)(1) GUIDELINES: Designation of the proposed sites for dredged material associated with this Federal project will be made through the application of guidelines promulgated by the Administrator, EPA, in conjunction with the Secretary of the Army. If these guidelines alone prohibit the designation of the proposed disposal site, any potential impairment to the maintenance of navigation and anchorage which would result from the failure to use these disposal sites also will be considered.

COASTAL ZONE CONSISTENCY DETERMINATION: The U.S. Army Engineer District, New Orleans, will provide the Coastal Management Division, Louisiana Department of Natural Resources, a consistency determination for the proposed maintenance dredging and disposal area designation.

ENDANGERED SPECIES: The U.S. Army Engineer District, New Orleans, will consult with the U.S. Fish and Wildlife Service to determine the impact of the proposed disposal operations on threatened or endangered species or critical habitat.

CULTURAL RESOURCES: A cultural resources survey of the proposed disposal areas will be done by the U.S. Army Engineer District, New Orleans.

COORDINATION: The following is a partial list of agencies to which a copy of this notice is being sent for coordination purposes:

Region VI, Environmental Protection Agency

Regional Director, National marine Fisheries Service

Regional Director, U.S. Fish and Wildlife Service

Commander, Eighth Coast Guard District

Louisiana Department of Wildlife and Fisheries

Louisiana Department of Environmental Quality

Louisiana Department of Natural Resources

Louisiana Department of Transportation and Development


PROJECT PLANS: Plans for the proposed work are on file in the Office of the District Engineer, U.S. Army Engineer District, New Orleans, Foot of Prytania Street, New Orleans, Louisiana 70160-0267, and may be seen by anyone having an interest in them.

PUBLIC INVOLVEMENT: Interested persons may submit comments on the proposed work or suggest modifications. All comments received within 30 days of the date of this notice will be considered.

Any person who has an interest which may be affected by the disposal of this dredged material may request a public hearing. The request must be submitted in writing to the district engineer within the comment period of this notice and must clearly set forth the interest which may be affected and the manner in which the interest may be affected by this activity.

You are requested to communicate the information contained in this public notice to any parties who may have an interest in the proposed maintenance work.

INFORMATION: Additional information concerning the proposed work can be obtained by writing to: District Engineer, U.S. Army Engineer District, New Orleans, ATTN: CELMN-OD-ON/Dr. Linda L. Glenboski, Post Office Box 60267, New Orleans, Louisiana 70160-0267. Dr. Glenboski also can be reached at (504) 852-2318.

  
Albert J. Guillot  
Chief, Operations and  
Readiness Division



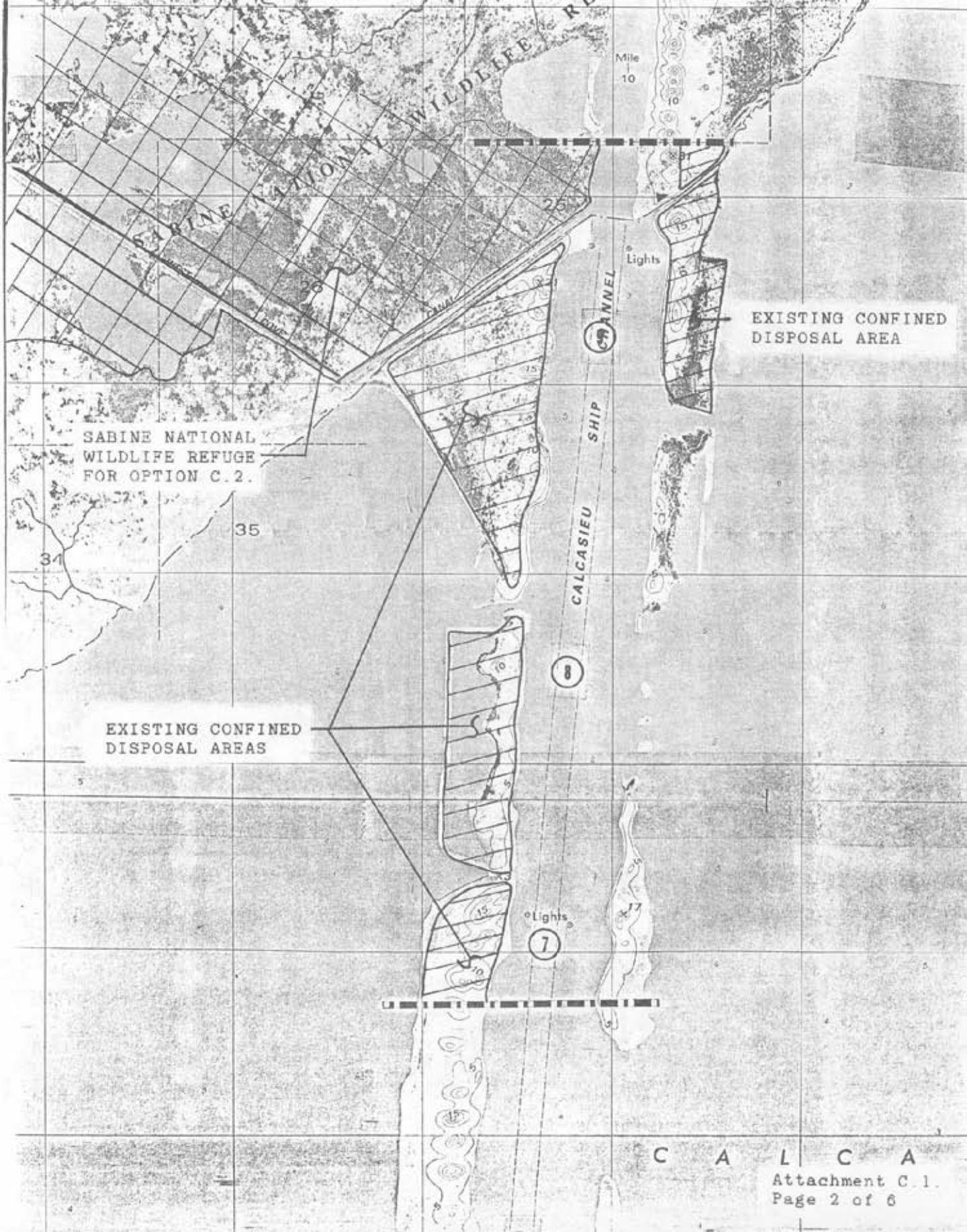




EXISTING CONFINED  
DISPOSAL AREAS

OPEN WATER AREA  
EAST OF MILE 5.0  
FOR OPTION C.2.

EXISTING CONFINED  
DISPOSAL AREA

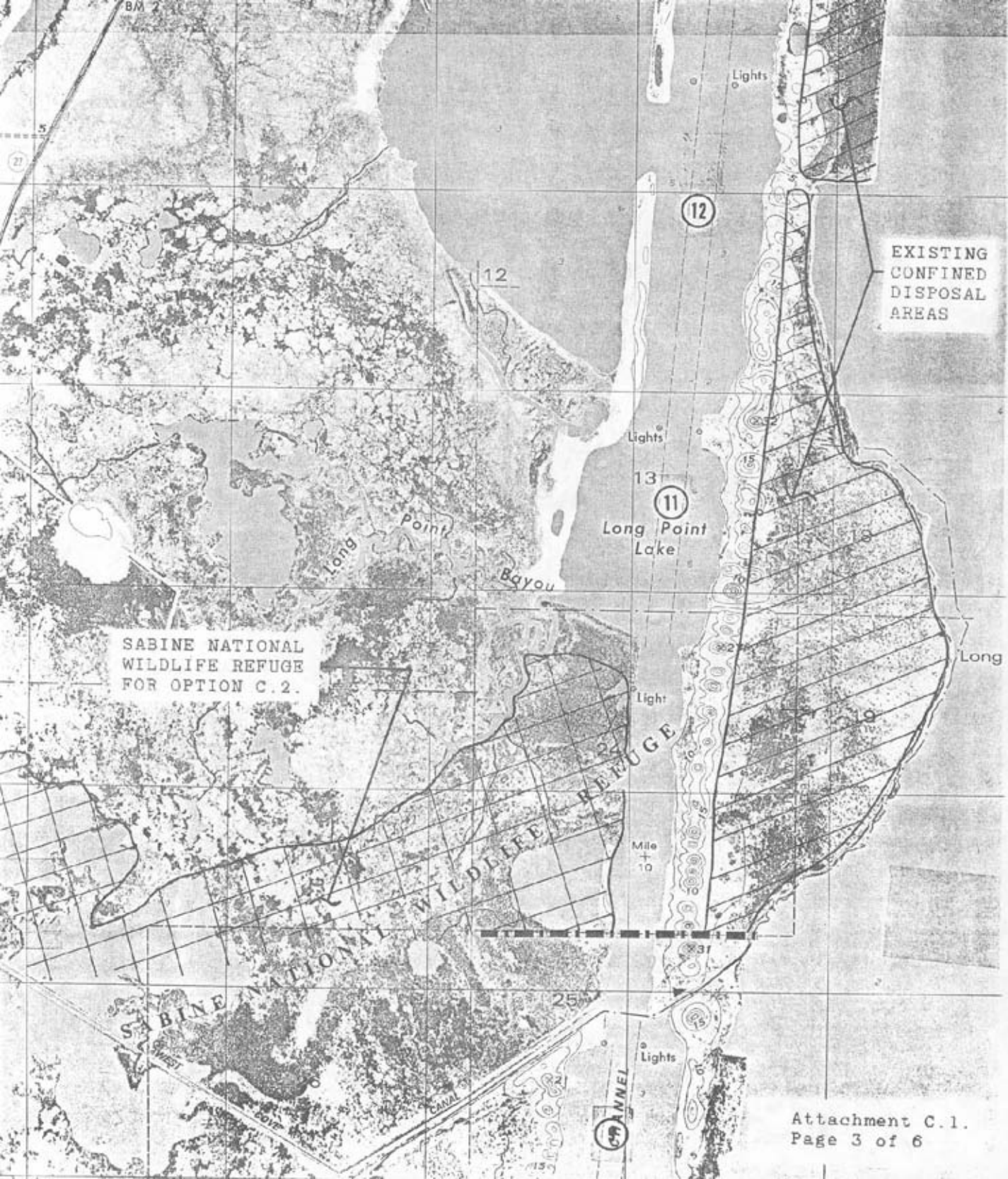


SABINE NATIONAL  
WILDLIFE REFUGE  
FOR OPTION C.2.

EXISTING CONFINED  
DISPOSAL AREAS

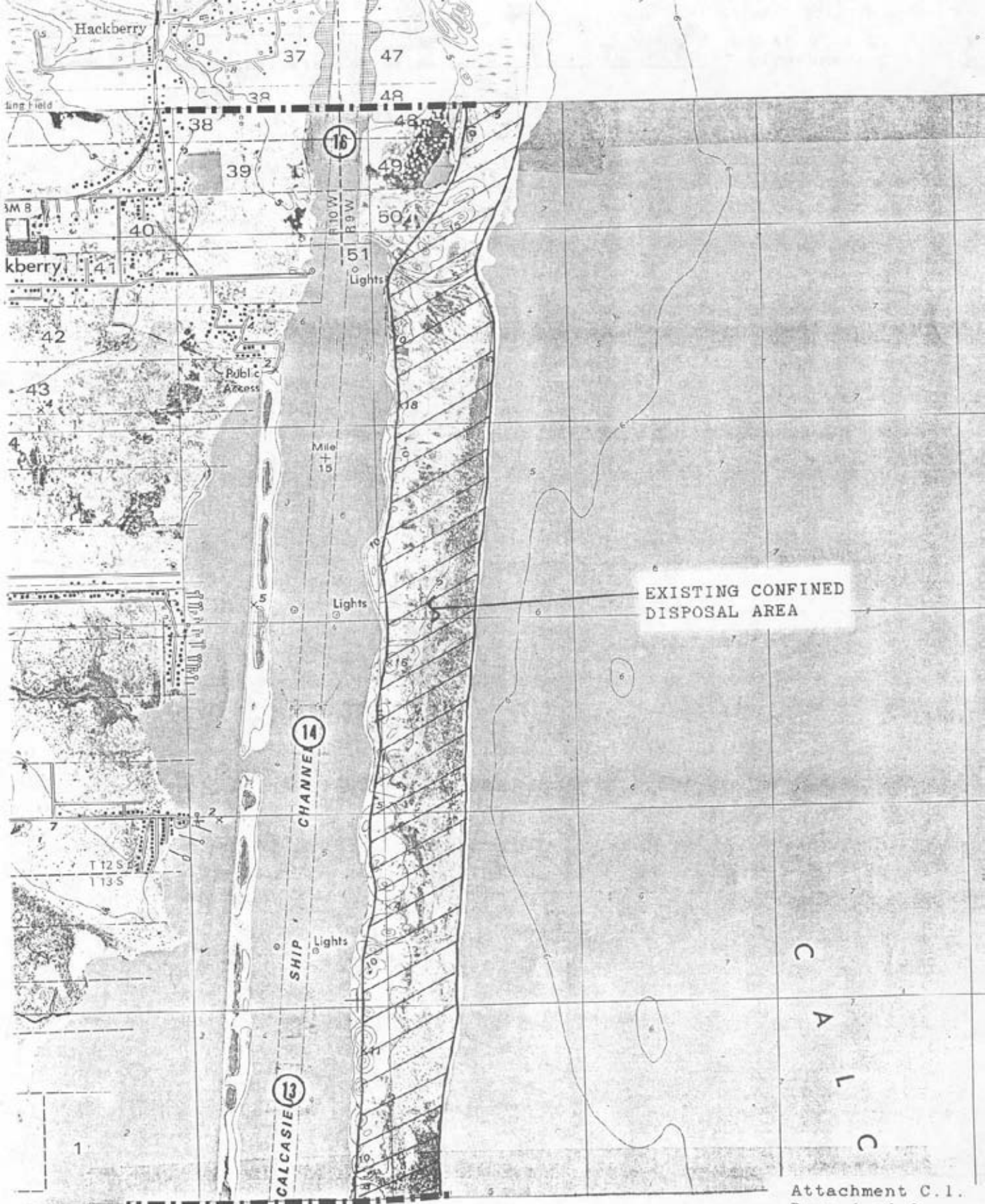
EXISTING CONFINED  
DISPOSAL AREA





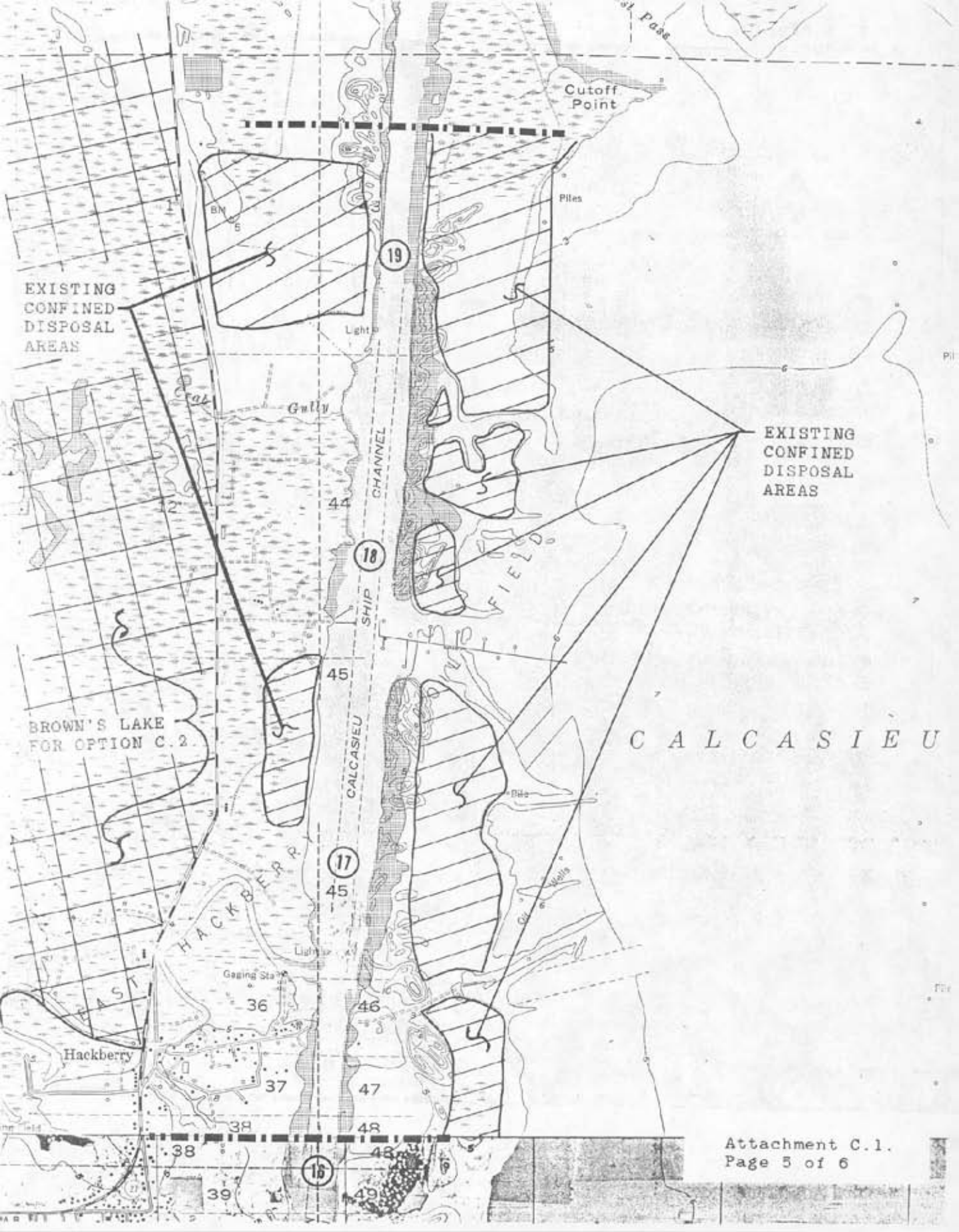
EXISTING  
CONFINED  
DISPOSAL  
AREAS

SABINE NATIONAL  
WILDLIFE REFUGE  
FOR OPTION C.2.



EXISTING CONFINED  
DISPOSAL AREA

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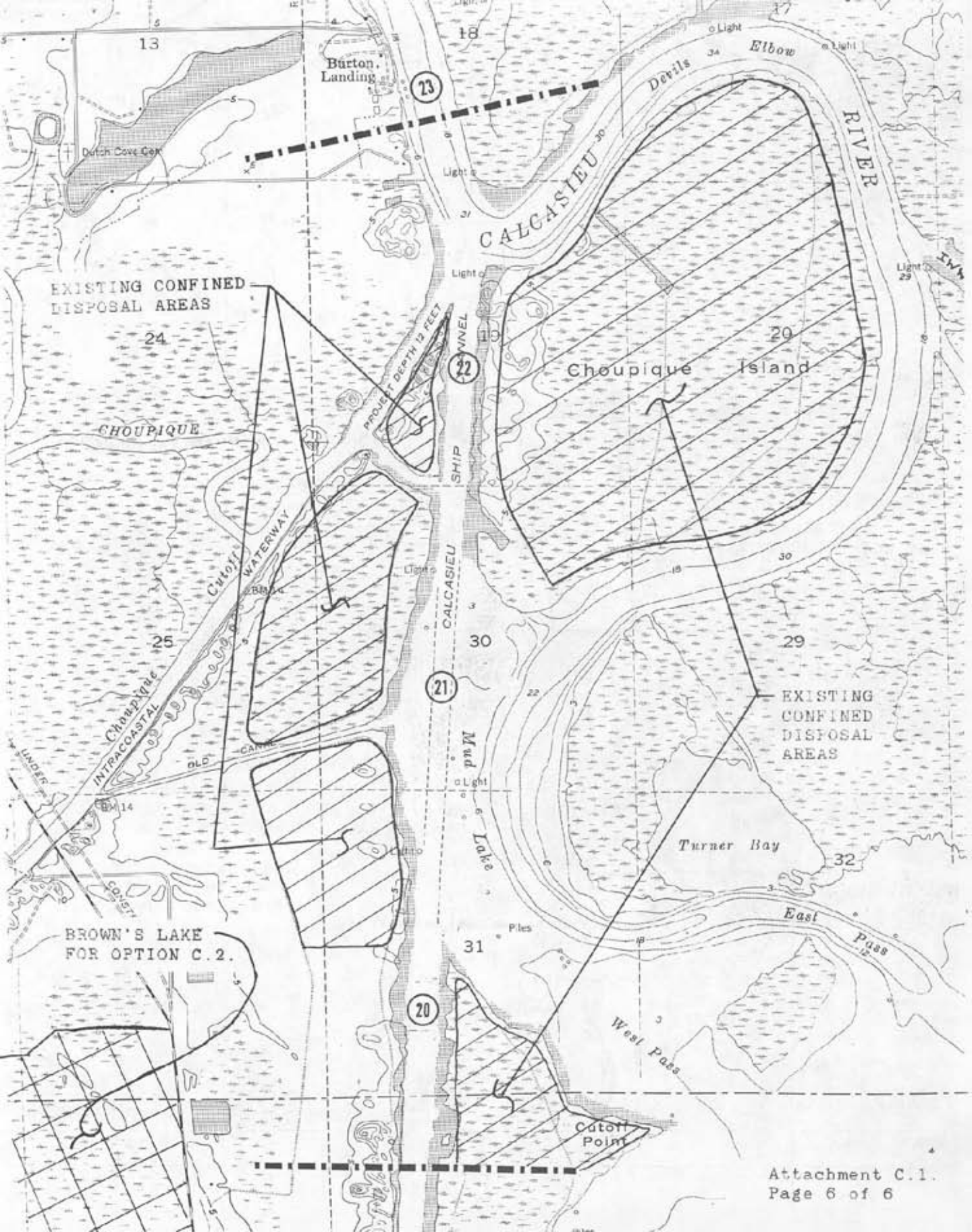
EXISTING  
CONFINED  
DISPOSAL  
AREAS

BROWN'S LAKE  
FOR OPTION C. 2

EXISTING  
CONFINED  
DISPOSAL  
AREAS

C A L C A S I E U



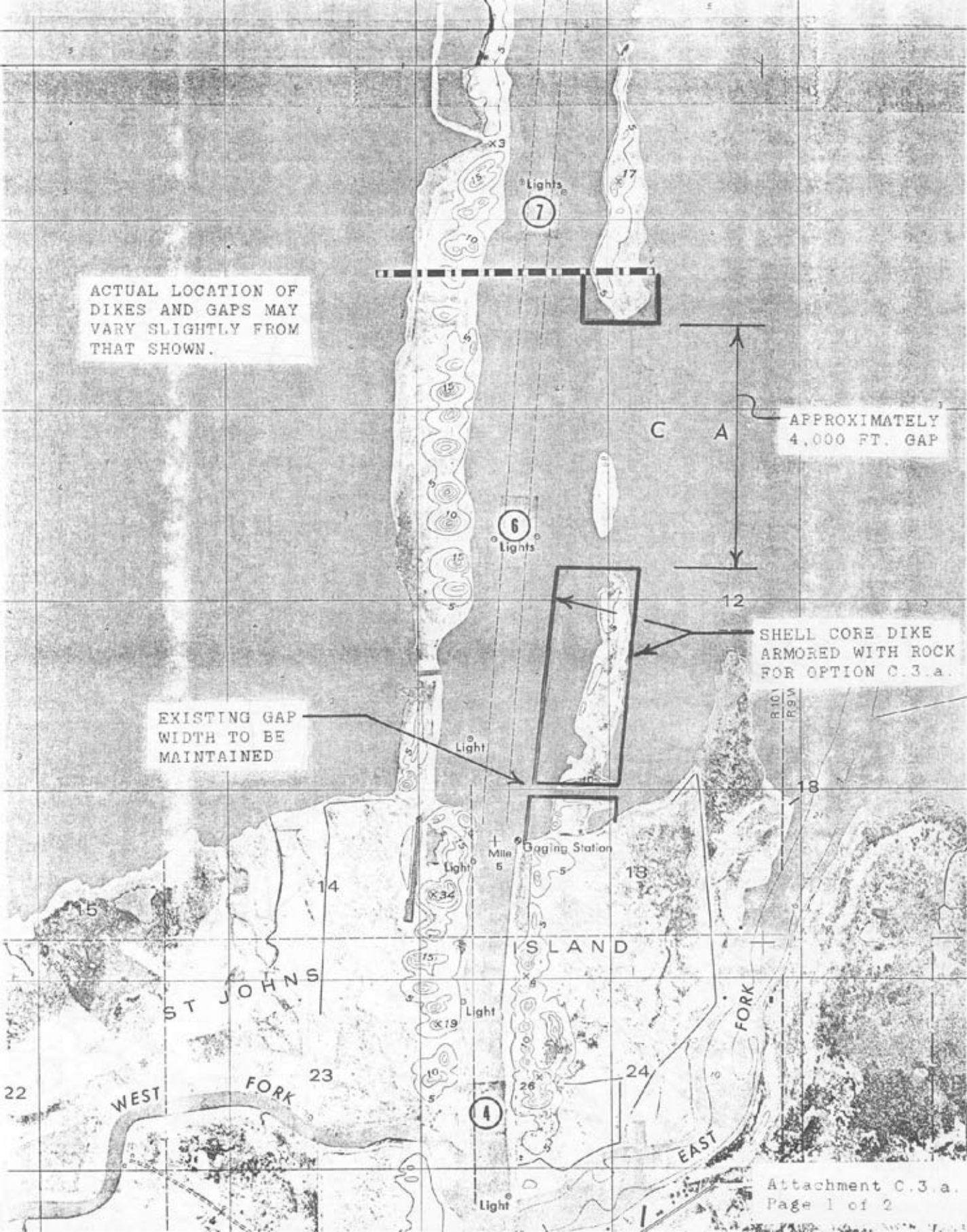


ACTUAL LOCATION OF  
DIKES AND GAPS MAY  
VARY SLIGHTLY FROM  
THAT SHOWN.

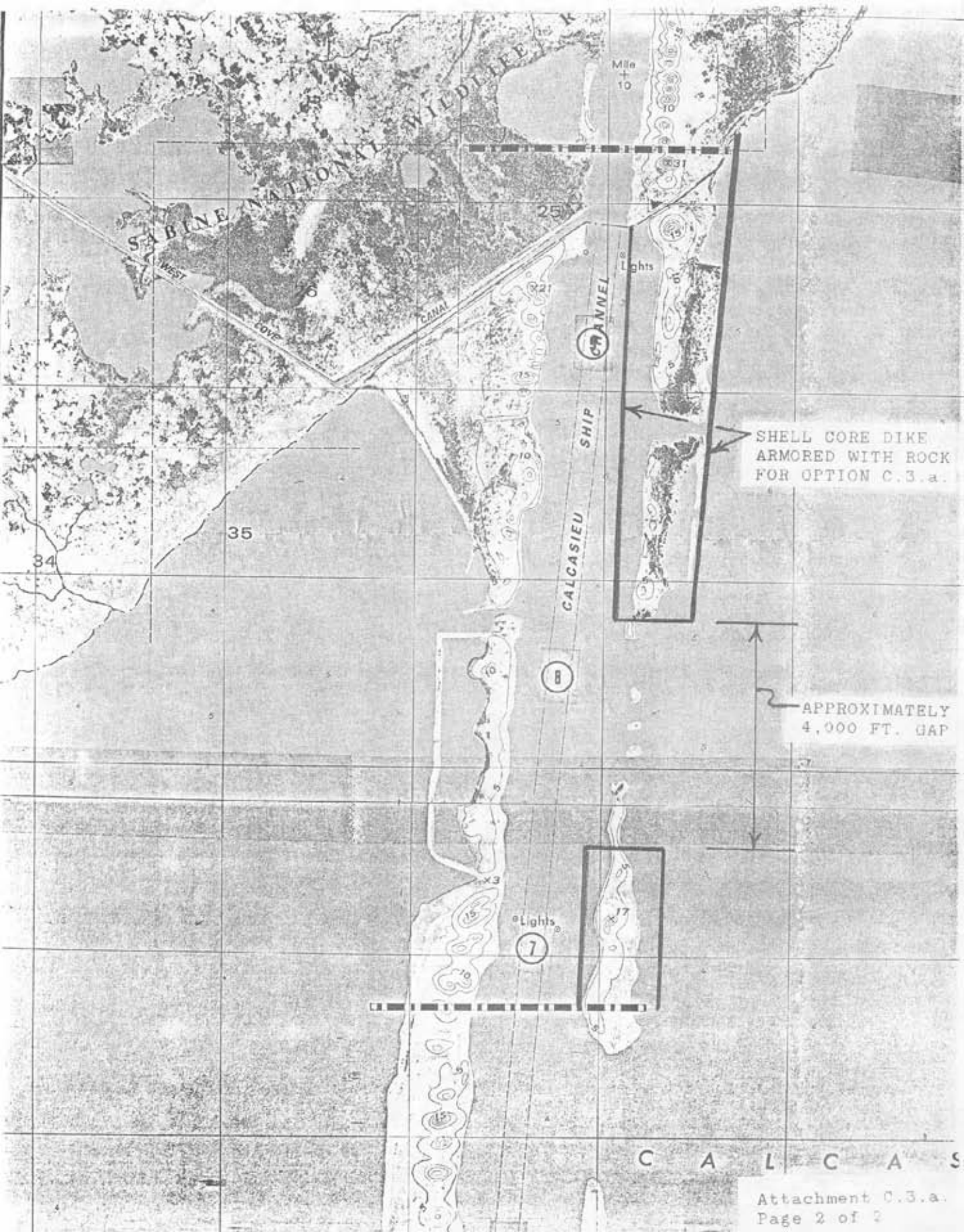
APPROXIMATELY  
4,000 FT. GAP

SHELL CORE DIKE  
ARMORED WITH ROCK  
FOR OPTION C.3.a.

EXISTING GAP  
WIDTH TO BE  
MAINTAINED







SHELL CORE DIKE  
ARMORED WITH ROCK  
FOR OPTION C.3.a.

APPROXIMATELY  
4,000 FT. GAP

ACTUAL LOCATION OF  
DIKES AND GAPS MAY  
VARY SLIGHTLY FROM  
THAT SHOWN.

SHELL CORE DIKE  
ARMORED WITH ROCK  
FOR OPTION C.3.a.

GAP WIDTH  
500 FT.

GAP WIDTH  
500 FT.

EXISTING GAP  
WIDTH TO BE  
MAINTAINED

Light

1 Mile

Gaging Station

ISLAND

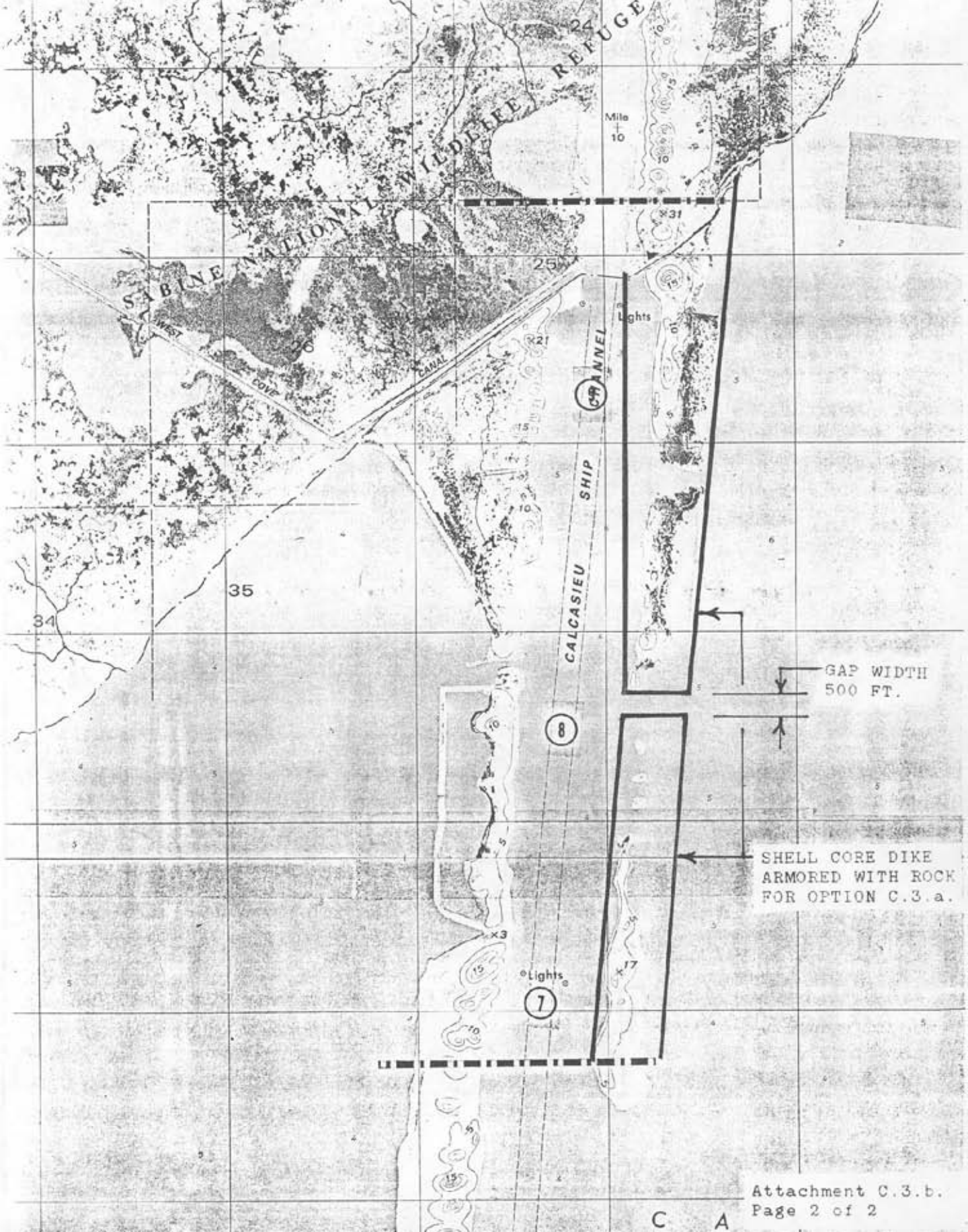
WEST

FORK

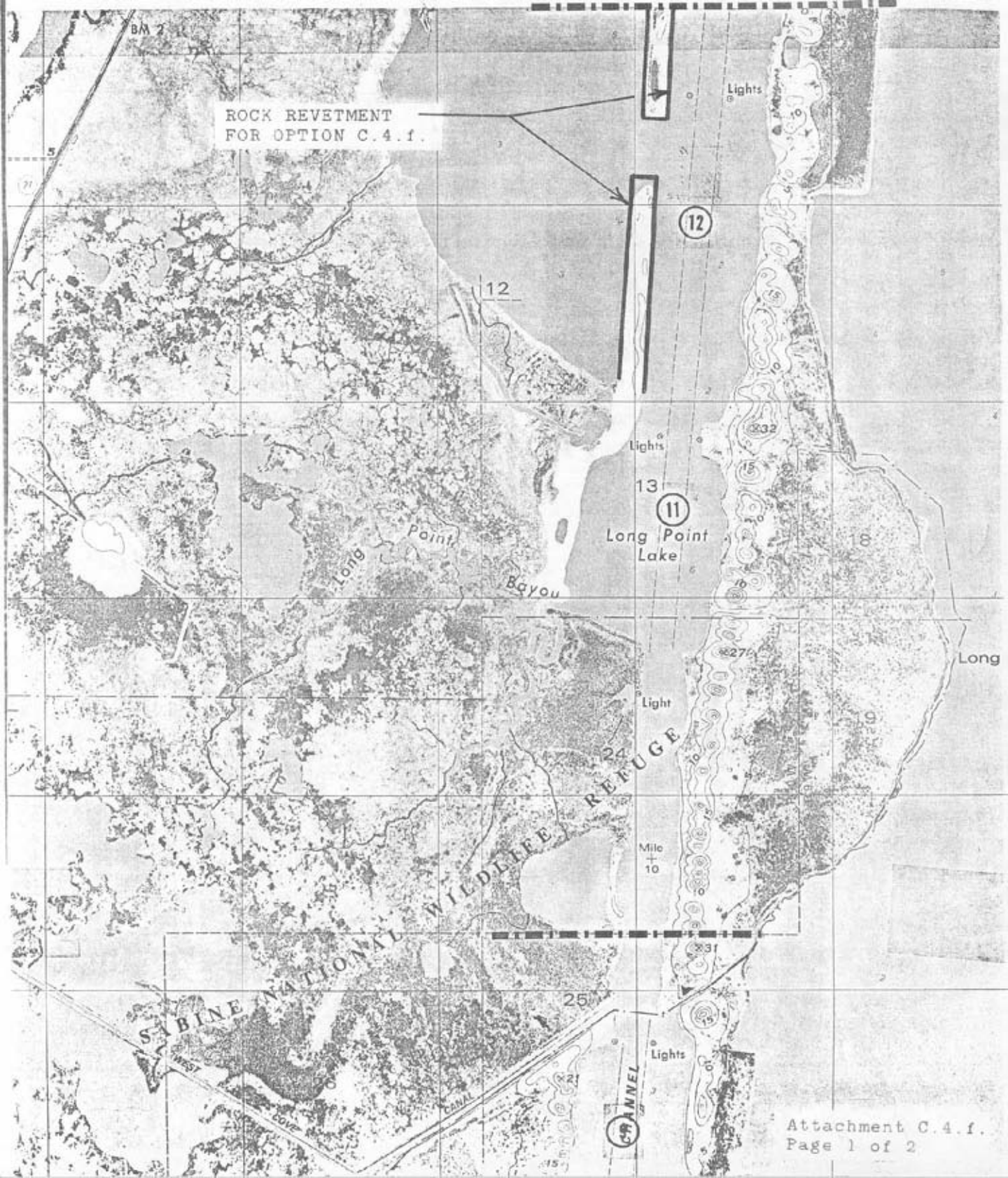
EAST

Attachment C.3.b.  
Page 1 of 2

Helipad







ROCK REVETMENT  
FOR OPTION C.4.f.

Lights

12

12

Lights

13

11

Long Point  
Lake

Long Point  
Bayou

Long

Light

24

Mile  
10

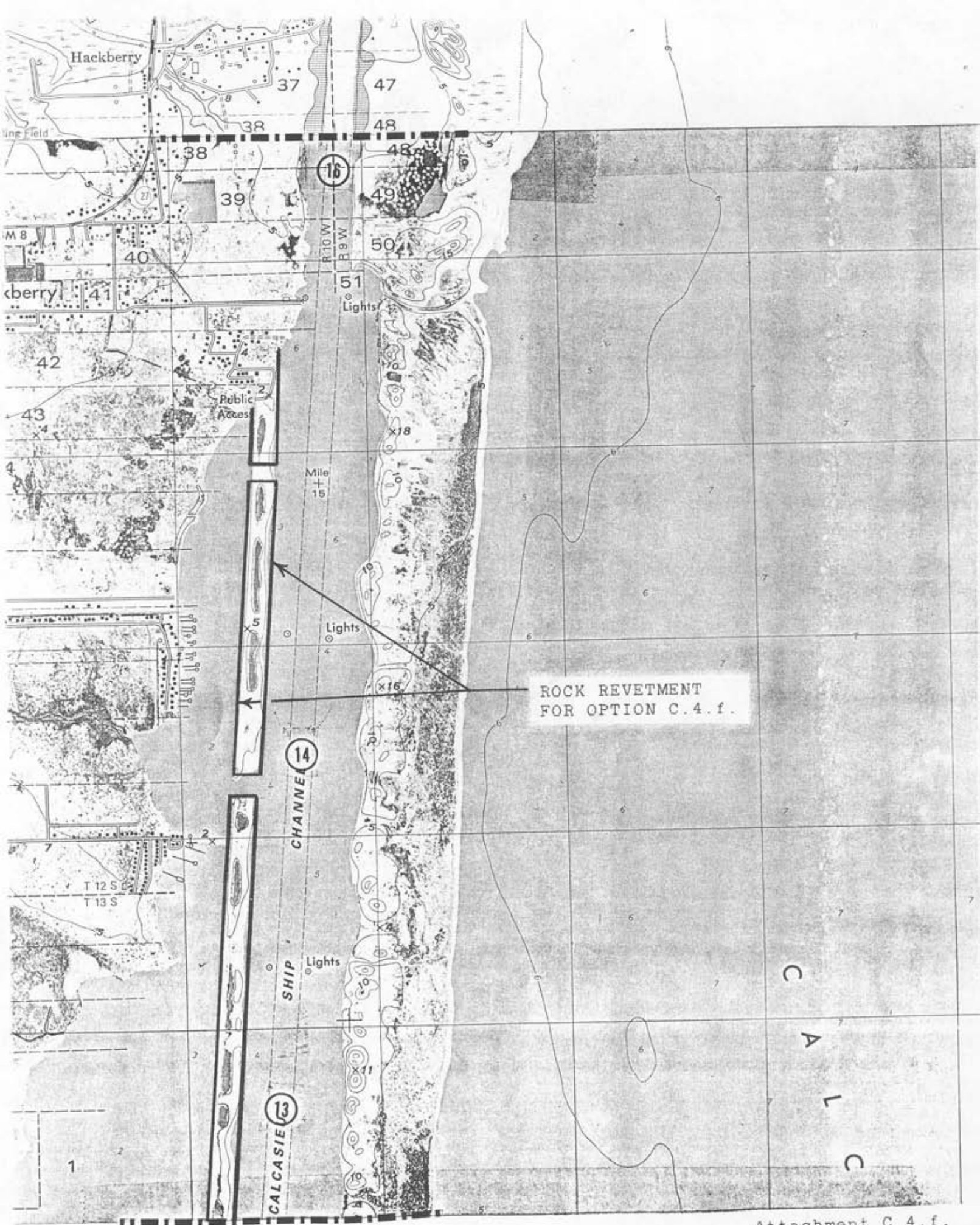
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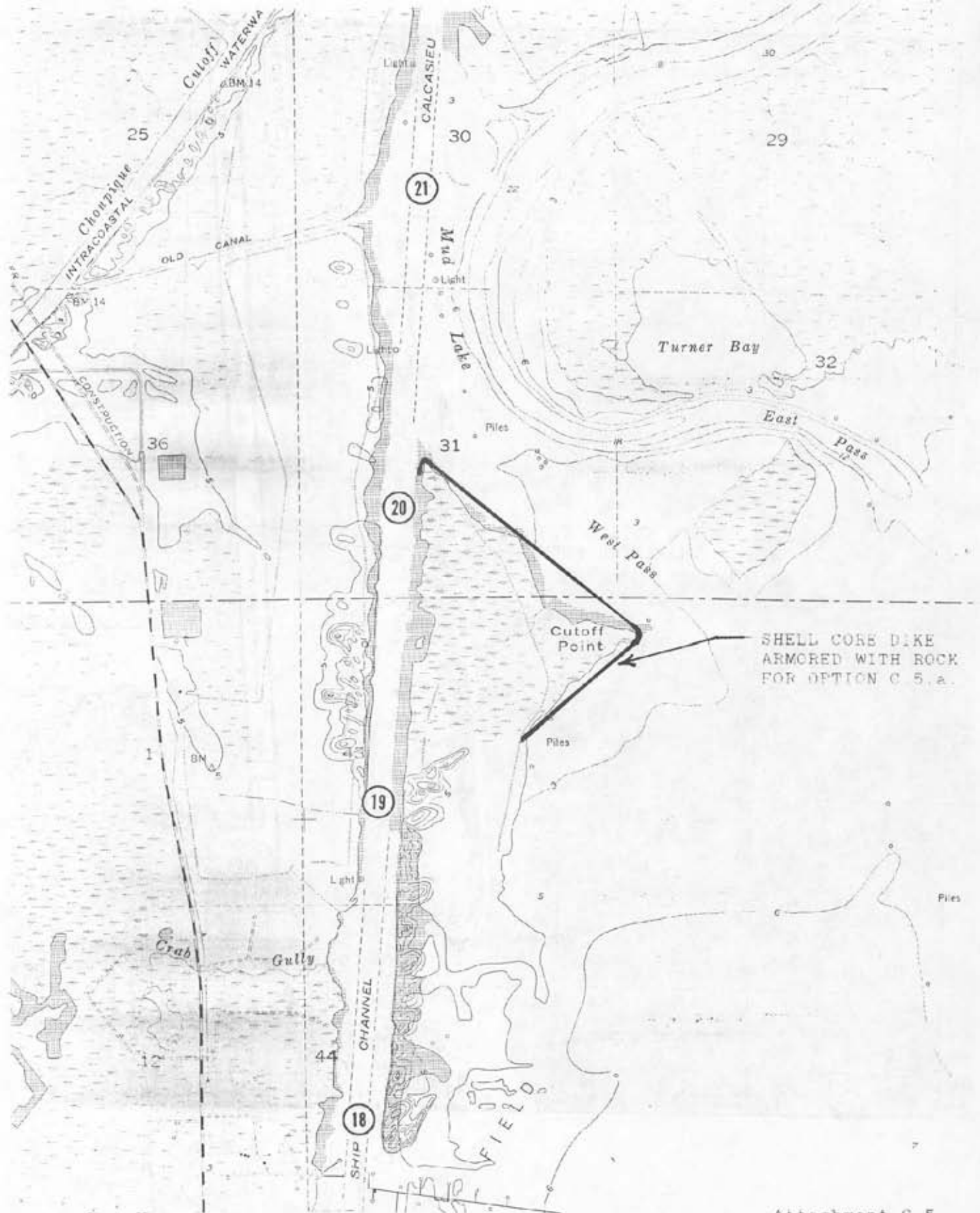
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Lights

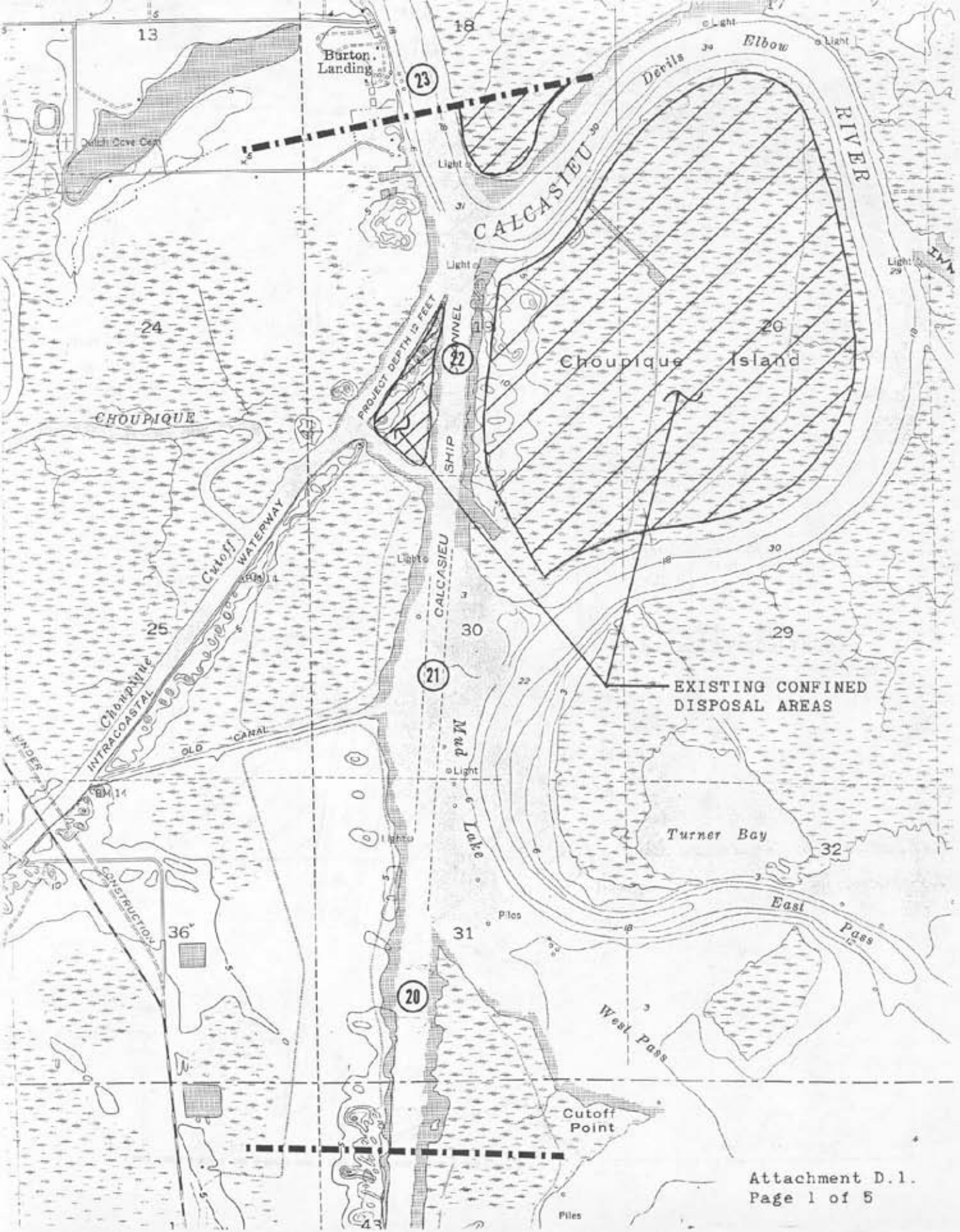
CANAL

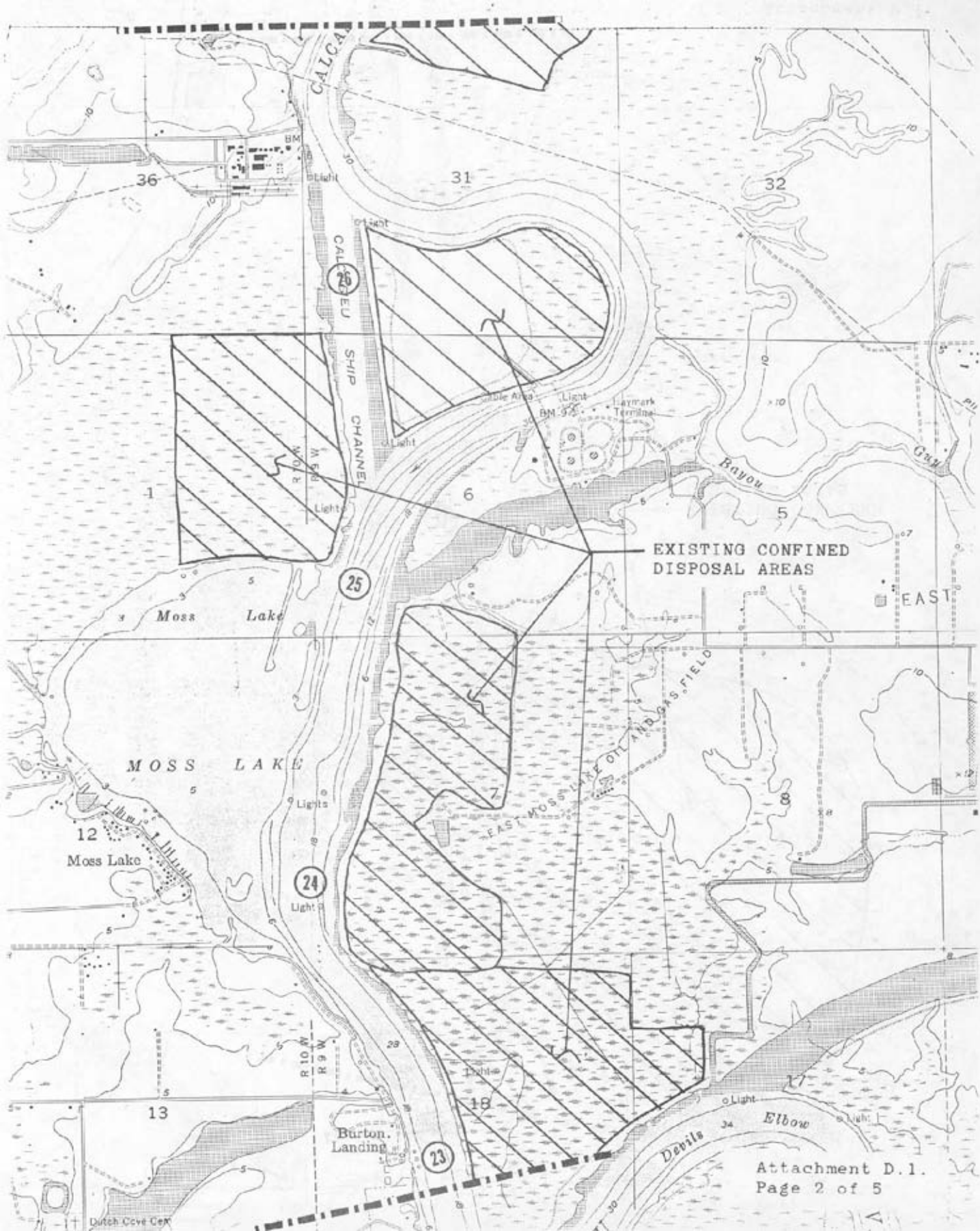
SUBINE NATIONAL WILDLIFE REFUGE





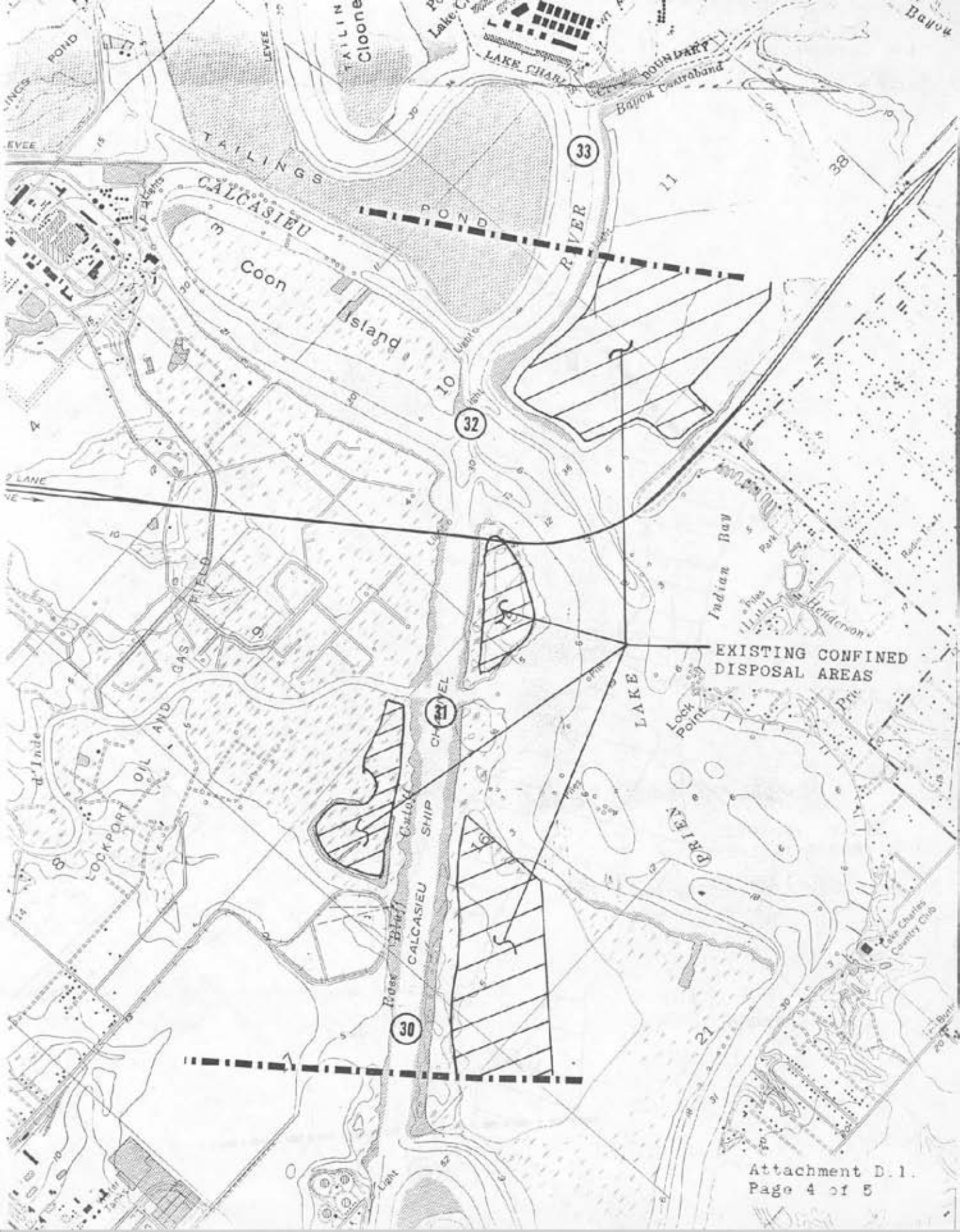


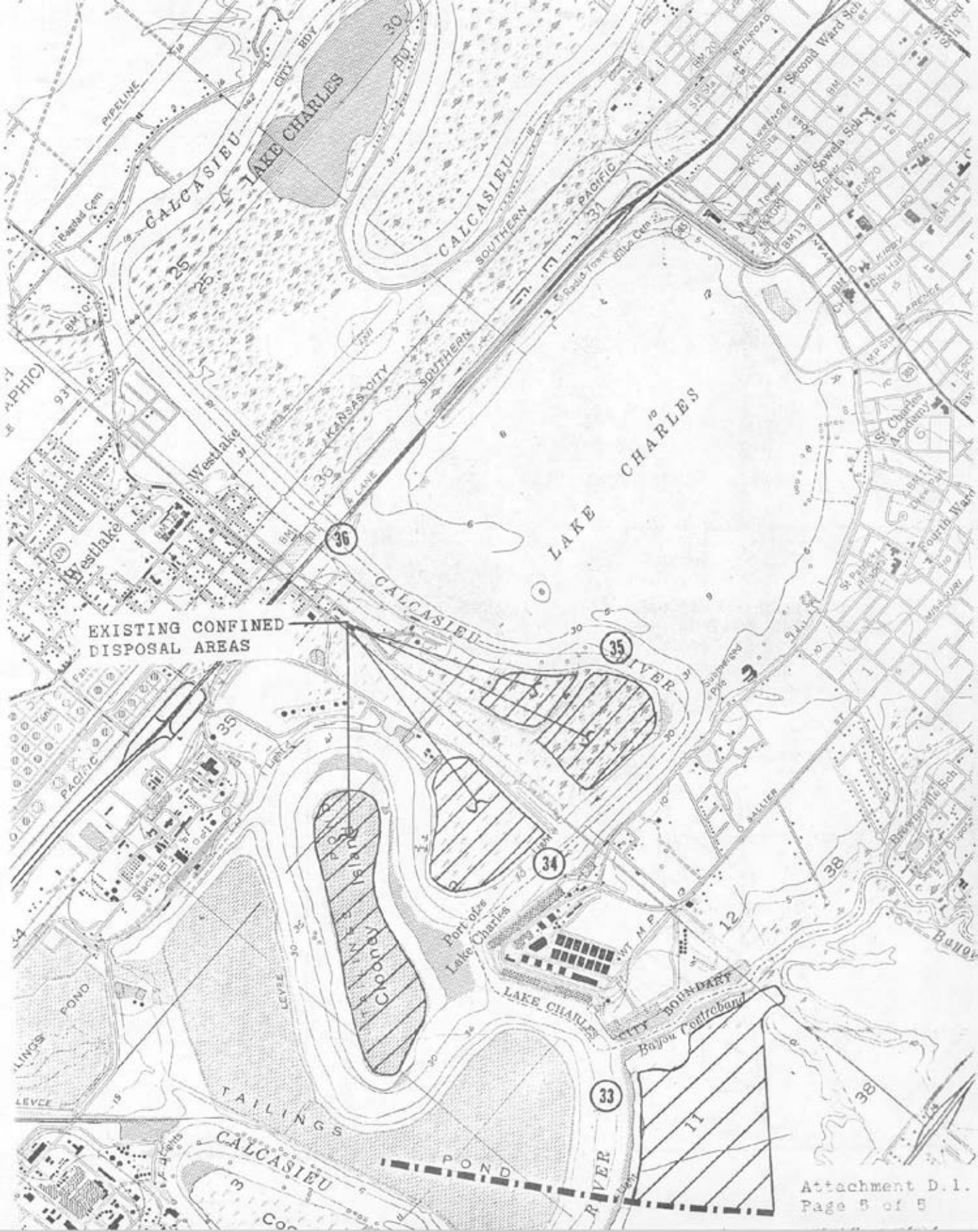




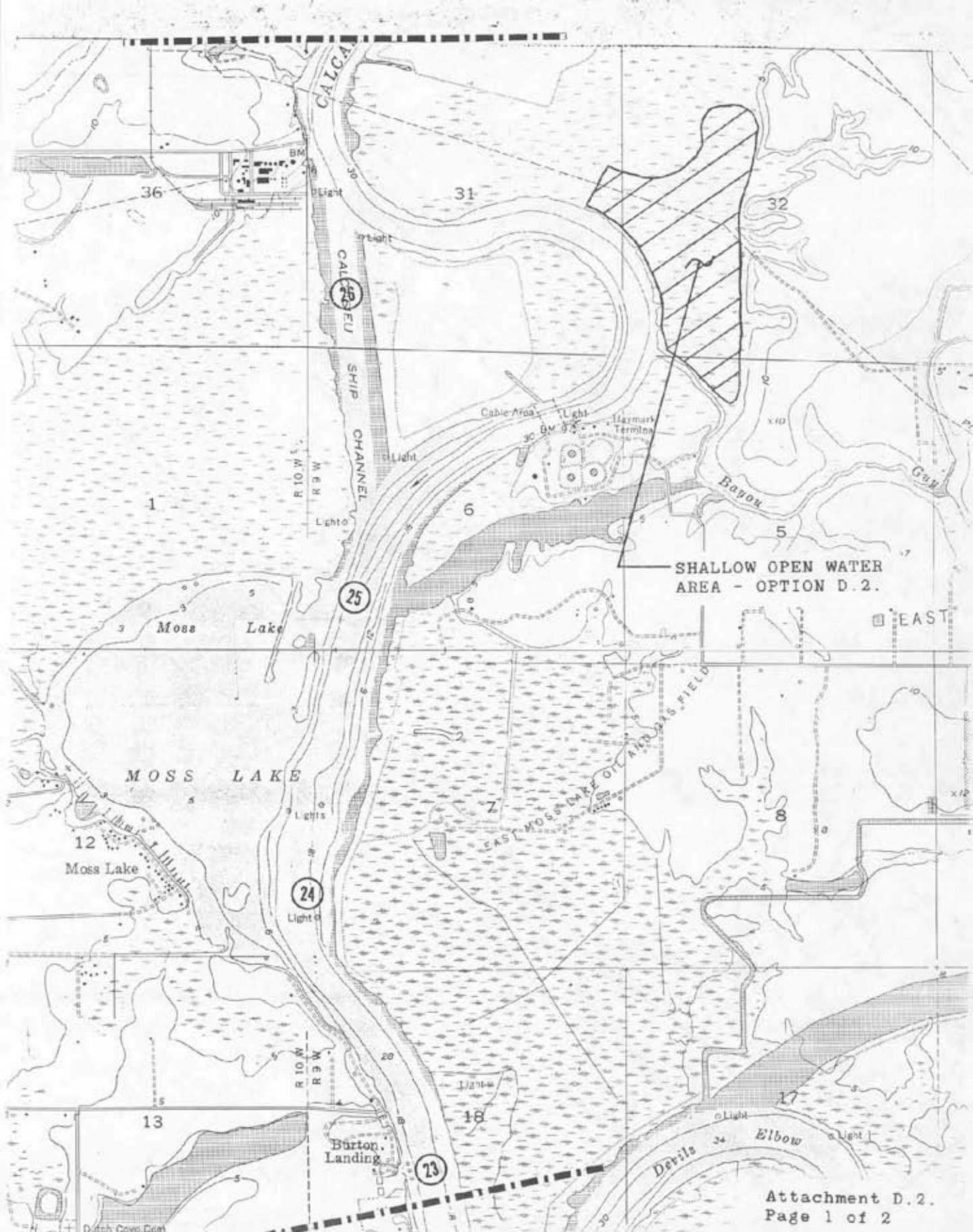






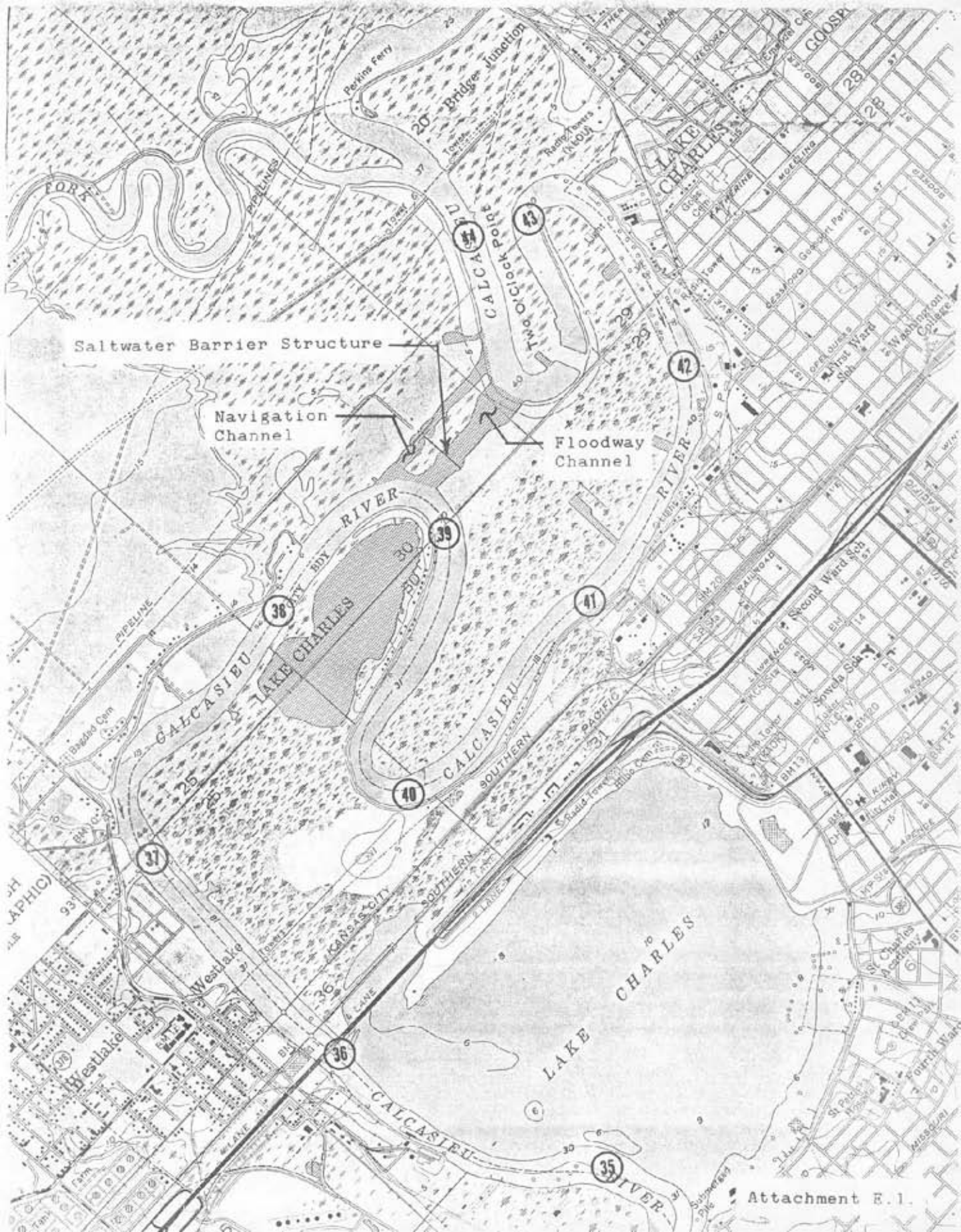






SHALLOW OPEN WATER  
AREAS - OPTION D.2.

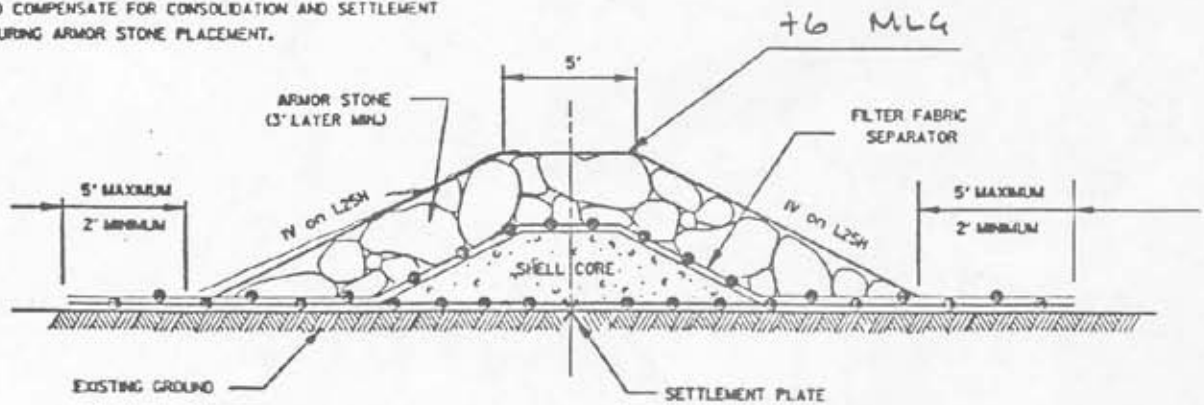




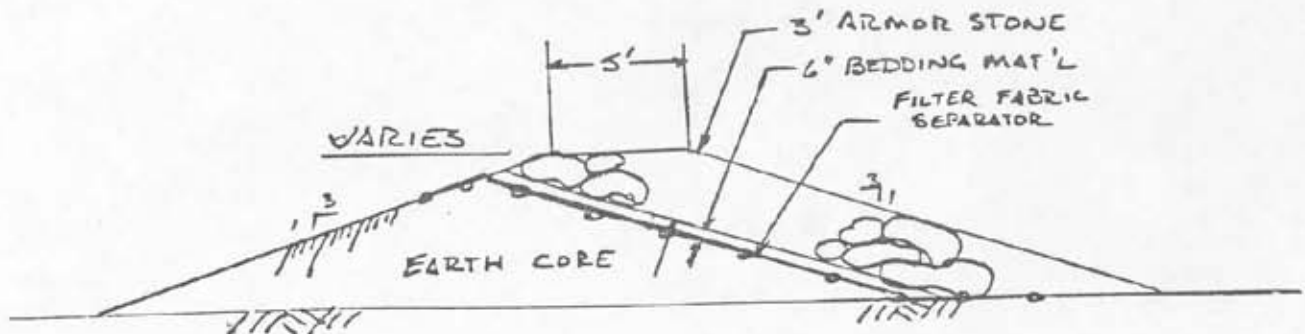


NOTE:

THE SHELL CORE SHALL BE OVERBUILT AS SHOWN,  
TO COMPENSATE FOR CONSOLIDATION AND SETTLEMENT  
DURING ARMOR STONE PLACEMENT.



SHELL CORE DIKE ARMORED WITH ROCK



EARTH CORE DIKE ARMORED WITH ROCK